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NEW BOOKS

DAGGETT, S. *Chapters on the history of the Southern Pacific.* (New York: Ronald. 1922. Pp. iv, 470. \$5.)

The purpose of this study is to present the story of the Southern Pacific Railroad, to throw light upon the various problems encountered by the road, and to interpret its policies and history. The volume contains a very thorough presentation of the history of the railroad in its important aspects, including federal land grants, physical construction, financial problems, rate fabric, and state and federal regulation. Some of the latter chapters present such matters as the Southern Pacific Merger case, and the Oil Land litigation. The material for the volume was obtained from original sources, of which the author says there are many. The romantic elements in the history of the road are entirely submerged; in fact, Professor Daggett has devoted his attention exclusively to the study and interpretation of the facts. Chapters 13 to 17 inclusive will be of particular interest to students of rate questions. In this section of the book the author develops historically and critically the rate fabric as applied to local and transcontinental rates. Thus, chapters are devoted to Water Competition, the Rate System of the Central Pacific, Local Rates in California, the Transcontinental Tariff, and the Traffic Association of California.

To the usual well-known features of transcontinental rates the author adds two others, namely, the placing of the shipping communities of the state all upon an equal footing on the eastbound business by applying the same rates for intermediate as from terminal points; and second, the application of a different principle in making rates in the region east of the Rockies from the one that prevails on the Pacific coast. The failure "to apply in the East the same principles which govern in the West has been doubtless due to the insistence of cities like Chicago that her rates be at least as low on shipments to and from the Pacific Coast as the rates which New York enjoys, as well as the desire of the railroads which begin at Chicago or the Mississippi-Missouri river to encourage the growth of business in the Middle West."

The chief complaint of the transcontinental rate system has come from the interior towns and cities which have not been favored with the low rates granted to the terminal points; the unfortunate communities have urged that higher charges to intermediate points are *prima facie* unreasonable, that the system of transcontinental rate-making limits the territory in which the intermediate wholesale firms can do a distributing business, and that low rates to coast cities build up such communities at the expense of the interior. To these arguments, according to the author, the railroads have replied that "unless the rail lines are permitted to make rates which hold the through business, the terminal roads will lose all the net revenue derived from the port rate upon what is a very large volume of traffic." Thus the loss of millions of dollars of income would both impair the effectiveness of the service and make necessary higher charges to all points. In the author's opinion the transcontinental rate system has obvious defects: it has provided low rates to towns and on commodities which have no access to the water routes; it has failed to make "concessions to the cost basis of rate making." Moreover, "it does seem probable that the transcontinental railroads would have reduced the aggregate cost of distributing transcontinental freight had they

encouraged more than they did the growth of the interior towns, provided that they had supported these towns both against Chicago and St. Louis and against the Pacific coast."

ISAAC LIPPINCOTT.

ELLIOTT, B. K. *A treatise on the law of railroads*. Six vols. Third edition. (Indianapolis, Ind.: The Bobbs-Merrill Co. 1922.)

ELLIOTT, H. *Railroad transportation*. Address at the sixty-ninth annual meeting of the American Society of Civil Engineers. (New York: Am. Soc. of Civil Engineers, 33 W. 39th St. 1922. Pp. 18.)

FRANKFURTER, F., editor. *A selection of cases under the Interstate Commerce act*. Two vols. Second edition. (Cambridge: Harvard University Press. 1922.)

HEBARD, R. W. *The transport situation in the Republic of Columbia and the treaty payments*. Second edition. (New York: Author. 1922. Pp. 40.)

HUNGERFORD, E. *Our railroads tomorrow*. (New York: Century. 1922. Pp. 332. \$2.50.)

MOODY, J. *The railroad builders; a chronicle of the welding of the states*. (New Haven: Yale Univ. Press. 1921. Pp. ix, 257.)

OLDHAM, J. E. *The place of the New England railroads in the plan for railroad consolidations*. Published by the Investment Bankers Association of America. (Cambridge, Mass.: Cosmos Press. 1922. Pp. 46.)

REPACI, F. A. *Il "deficit" delle ferrovie dello stato*. La Riforma Sociale, Mar.-Apr., 1922. (Torino: La Riforma Sociale, 16, Piazza Statuto. 1922. Pp. 43.)

VAN METRE, T. W. and MOON, P. T. *Railroads and business prosperity*. (New York: Academy of Political Science, Columbia Univ. 1922. Pp. 130.)

WALDEN, C. F. *Ocean transportation*. (New York: Y. M. C. A. Press. 1922. Pp. vi, 248.)

ZIMMERMANN, E. W. *Ocean shipping*. (New York: Prentice-Hall, 1921. Pp. xvi, 691.)

Subjects treated in this volume are the nature of ocean transportation, ocean routes, ocean terminals, entrepôts centers and free ports, the world's leading ports with special reference to the port situation in the United States; size, speed and efficiency of ocean vessels, the development of motive power, and important improvements in the construction of vessels; cargo and carrying capacity, cargo handling and storage, the bunkering problem, shipping services, marine insurance; the history of vessel ownership and management, including special attention to recent pools, agreements, conferences, concentrations and combinations. Attention is given to theory and practice of rate making and to the finances of shipping companies.

The author emphasizes the fact that the United States is behind Europe in the efficiency of coördination of rail and water transportation, and points out the need of elimination of much delay in ocean terminals, if other advantages gained by the development of the ocean carrier itself are to be realized. Special attention is given to the shift which has

taken place in the substitution of oil for coal in ocean shipping. It is pointed out that twenty years ago Great Britain did not look upon the substitution of oil for coal as of very much importance; that now with the remarkable strides which the United States has made beginning with the War in the use of oil as fuel, and also in view of the falling off in the export of English coal, Great Britain is beginning to see that she must secure control of adequate oil supplies or run the risk of losing her commanding position in world commerce. The author quotes Anin to the effect that "if oil supplants coal she (Great Britain) will get a sufficient oil supply or die trying."

In the final division of the volume is a discussion of the work of the United States Shipping Board and America's Merchant Marine. In discussing the Merchant Marine act of 1920 the author says: "In conclusion we would say that the new law proves beyond question the honest intention of Congress to reestablish the United States as a seafaring nation and that while the merit of certain provisions will have to be proved by their application, there can be little doubt that the shipping outlook is brightened by this new measure. But let us never lose sight of this: the essential prerequisite necessary for building up an American merchant marine is not ships—they are only instruments, dead matter brought to life by the skill and knowledge of experienced and well-trained men; not laws—though bad laws hinder and good ones help—but rather courage, foresight, confidence, good will and integrity in the hearts of those directly engaged in the shipping business and patriotic enthusiasm on the part of the people who back them. That is what counts. And the near future will show whether America is willing to put the 'Stars and Stripes' back upon the Seven Seas where they were in the glorious days of the past."

There are some typographical errors in the book (see pp. 240, 285) and some evidence of carelessness in checking up the source of material which has been used. For example (pp. 502, 504) in quoting from Johnson's study on *Ocean Rates and Terminal Charges*, credit is given to the reviewer for a statement concerning ocean freight rates which was written by Walter T. Fisher (see p. 66 of *Ocean Rates and Terminal Charges*).

C. O. RUGGLES.

Ohio State University.

The freight traffic red book; an encyclopedia of the traffic department; a practical reference book for the student of freight transportation. (Chicago: La Salle Extension Univ. 1922. Pp. 494. \$6.)

Highway transport and its relation to the public. (New York: National Automobile Chamber of Commerce, Marlin-Rockwell Bldg. 1922. Pp. 40.)

The Port of Boston, Massachusetts. Port series no. 2, issued by the Engineers Corps U. S. Army and U. S. Shipping Board. (Washington: Supt. Docs. 1922. 75c.)

Railway employees' reply to the railroads; hearings before the Senate Committee on Interstate Commerce, Oct. 13 and 15, 1921; Nov. 25 to Dec. 3, 1921. Vol. III. (Washington: Supt. Docs. 1921.)

State motor vehicle laws in force June 1, 1922. (New York: Motor Vehicle Conference Committee, 366 Madison Ave. 1922. Pp. 36.)